WHAT IS CLAIMED IS:

1. A driving apparatus for a hybrid vehicle, comprising:

a transmission mechanism portion;

a motor accommodated in a motor housing located at an engine side of the transmission mechanism portion; and

a clutch interposed between an engine output shaft and an input shaft of the transmission mechanism portion, characterized in that

a secondary side of the clutch, which is connected to the input shaft, configured by a cover;

the cover accommodates friction plates of the clutch, an actuator, and a primary side member connected to the engine output shaft;

a rotor of the motor is integrally connected to the cover which is the secondary side;

a stator of the motor is fixed to the motor housing;

a front hub positioned at the engine side of the cover is freely rotatably supported at a front wall member of the motor housing; and

a rear hub positioned at the transmission mechanism portion side of the cover is freely rotatably supported at a rear wall member of the motor housing.

2. The driving apparatus for the hybrid vehicle according to claim 1, wherein an inside of the cover is configured to be oil-tight, an inside of the motor housing separated by the cover, the front wall member, and the rear wall member is configured to be a non-oil-bath-space which is not immersed in oil, and the motor including the rotor and the stator is located in the non-oil-bath-space.

3. The driving apparatus for the hybrid vehicle according to claim 2, wherein an oil seal is provided at each of the front hub and the rear hub, and the non-oil-bath-space is configured to be a dry space.

4. The driving apparatus for the hybrid vehicle according to claim 3, wherein a sensor for detecting a rotational angle of the rotor is fixed at the rotor and the front wall member of the motor housing.

5. The driving apparatus for the hybrid vehicle according to claim 3, wherein the rear wall member of the motor housing is an oil pump assembly integrally located at a connected/fixed portion between a transmission case of the transmission mechanism portion and the motor housing, a cylindrical portion of the rear hub is freely rotatably supported at a

pump body of the oil pump assembly through a rotation-supporting member and is configured to be oil-tight via the oil seal, the front wall member of the motor housing is a separation wall member integrally fixed to the motor housing, a cylindrical portion of the front hub is freely rotatably supported at an inner diameter portion of the separation wall member through a rotation-supporting member, the input shaft is fitted to the primary side member, the primary side member includes a center member having an inner solid portion, and a rotation-supporting member and the oil seal are interposed between a cylindrical portion of the center member and a cylindrical hole of the front hub.

6. The driving apparatus for the hybrid vehicle according to claim 5, wherein the cylindrical portion of the center member includes, at its outer peripheral surface, a supporting surface for the rotation- supporting member and a surface for interposing the oil seal, and an inner spline connected to an engine output shaft side member is formed at its inner peripheral surface.

7. The driving apparatus for the hybrid vehicle according to claim 2, wherein an oil seal is provided at each of the front wall member and the rear wall member to configure the non-oil-bath-space, a scatter hole is provided at the cover so that oil can be scattered, and the motor is located so that the oil scattered from the scatter hole can hit the stator.

8. The driving apparatus for the hybrid vehicle according to claim 7, wherein the front wall member of the motor housing is configured with a separation wall member integrally fixed to the motor housing and a sub separation wall member secured to the separation wall member in such a manner that the sub separation wall member is freely detachable from an outside, and a sensor for detecting a rotational angle of the rotor is fixed at the rotor and the sub separation wall member.

9. The driving apparatus for the hybrid vehicle according to claim 7, wherein the rear wall member of the motor housing is an oil pump assembly integrally located at a connected/fixed portion between a transmission case of the transmission mechanism portion and the motor housing, a cylindrical portion of the rear hub is freely rotatably supported at a pump body of the oil pump assembly through a rotation-supporting member and is configured to be oil-tight via the oil seal, the front wall member of the motor housing is configured with a separation wall member integrally fixed to the motor housing and a sub separation wall member secured to an inner peripheral portion of the separation wall member from an outside, a cylindrical portion of the front hub is freely rotatably supported at an inner diameter portion of the separation wall member through the rotor and the rotation-supporting member, the input shaft is fitted to the primary side member, the primary side member includes a

center member having an inner solid portion, a rotation-supporting member is interposed between an outer peripheral portion of the center member and a cylindrical hole of the front hub, and the oil seal is interposed between the outer peripheral portion of the center member and the sub separation wall member.

10. The driving apparatus for the hybrid vehicle according to claim 1, wherein the primary side member includes a damper spring, and the damper spring is located in the cover.